

MAX FAX

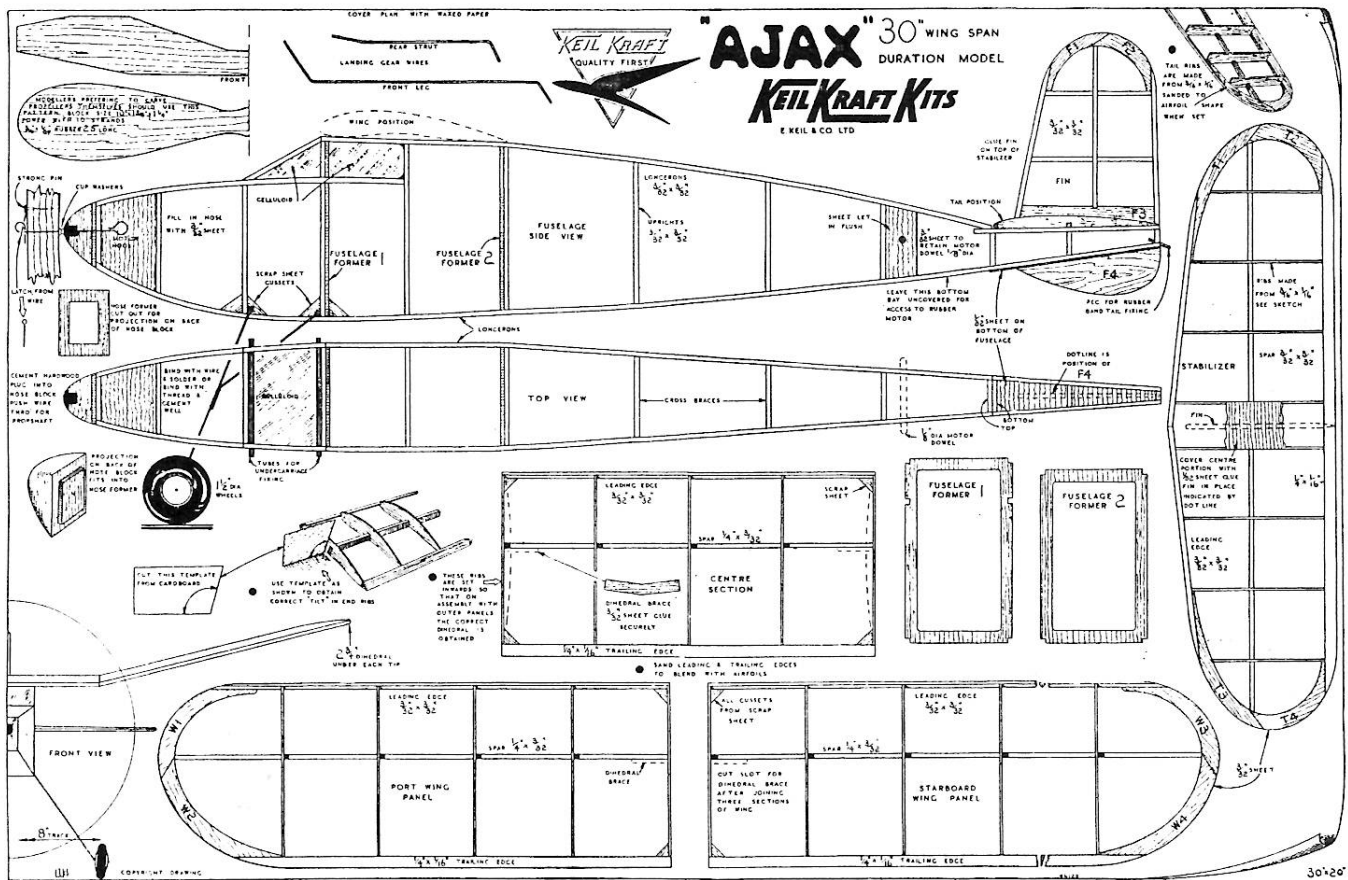


Journal of the D. C. Maxcutters

... home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces Club

Editor: Dan Driscoll

NOVEMBER-DECEMBER 1999



COMING ATTRACTIONS

DEC 11, 2000

INDOOR FLYING AT MEMORIAL HALL IN PHILADELPHIA
Phone Doug Barber of the SOTS at 609-235-5318 for info.

JAN 15, 2000

INDOOR FLYING AT MEMORIAL HALL IN PHILADELPHIA
Phone Doug Barber of the SOTS at 609-235-5318 for info.

JAN 15-16-17, 2000

50th ANNUAL SOUTHWEST REGIONALS at ELOY, ARIZONA
Events for everyone including AMA, SAM and FAC - phone 480-839-8154;
Email - aalmps@aol.com

JAN 16, 2000

NATIONAL BUILDING MUSEUM Sunday flying 9AM to 4PM.

JAN 22, 2000

BULL SESSION AT PAT DAILY'S HOME, MIDLOTHIAN, VIRGINIA (See notice inside.)

FEB 12 2000

INDOOR FLYING AT MEMORIAL HALL IN PHILADELPHIA
Phone Doug Barber of the SOTS at 609-235-5318 for info.

SCHEDULE FOR INDOOR FLYING AT SHERWOOD IS IN DOUBT

IMPORTANT NOTE: THE DECEMBER MONTHLY MEETING WILL BE HELD DECEMBER 11 AT 10 AM IN THE COLLEGE PARK AIRPORT ANNEX. THIS IS DUE TO THE AIRPORT EARLY CLOSING DURING THE WINTER MONTHS. FUTURE MEETING DATES WILL BE DECIDED AT THE MEETING

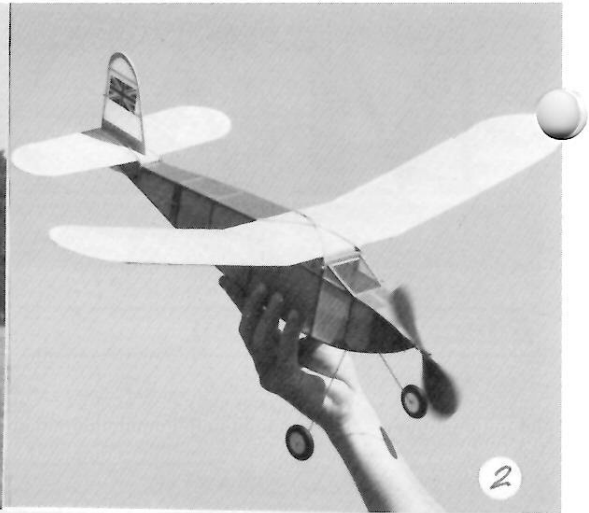


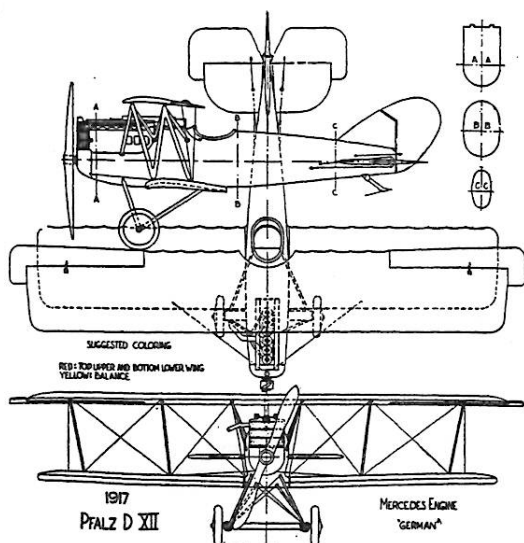
PHOTO PAGES

Tom Schmitt

1. Our editor for this issue, Dan Driscoll, with his Ajax.
2. Dan's model of the Ajax's baby brother, the Achilles.

KUDZU 1999

3. Fernando Ramos traveled all the way from Orange County, California, to join the fun filled two days. Here he is with his Diesel powered Bristol, a high flyer in the skies over Raeford.
4. Ollie Benton with his Vari-Viggen from Chuck Wojtkiewicz's plans, but without Jill St. John!
5. Jim Pollard with a great Me109G from Allan Schanzle's plans published many years ago.
6. Capt. Pat Daily with his Blackhawk Squadron SPAD ready for the Kudzu Klassic.



Max-Fax Nov. – Dec. 1999

Dan Driscoll

Welcome to the last Max-Fax of the millenium. This is my first time as sole editor of this journal, and I want to thank everyone who contributed material and assisted me in its preparation.

In this issue you will find plans for the Ajax and Taylor E-2 along with some background material on both. There are also contest results for the 1999 Summer Fun Fly and the Kudzu Kombat Klassic.

Maxecuter Meetings

The College Park Airport will be closing down early for the months of November through March, and our usual meeting place will not be available after 8:00 PM. Please see the front of this issue for the new meeting time and place for this five-month period. We hope to return to our regular place at the airport after March 2000.

Summer Fun Fly - 1999

Results of this year's Summer Fun Fly are elsewhere in this issue. At the end of the event, contest director Allan Schanzle announced that after 23 years of organizing and directing this annual affair, he was retiring and another clubster would have to take over.

I attended most of the Summer Fun Flies over the last 16 years. They were always well organized, well run, and enjoyed by all. I'm sure I speak for all Maxecuters when I say, "Thanks Allan."

Flying Models December 1999

Speaking of Allan Schanzle, make sure you see the December 1999 issue of *Flying Models* magazine. Jim Alaback's column on page 62 features some of Allan's outstanding models, color photography, and comments.



Ajax and Achilles

In December 1939, three British warships engaged and damaged the German surface raider, *Graff Spee*, in the South Atlantic. The *Graff Spee* retreated to the neutral port of Montevideo and was subsequently scuttled by her crew on orders from Hitler. The three British ships, *Ajax*, *Achilles*, and *Exeter*, and their crews were welcomed home as heroes.

Shortly thereafter, the British model company, Keil Kraft, introduced two new cabin duration models named after two of the heroic ships. The Ajax was 30" wingspan and the Achilles was a nearly identical design at 24". (Apparently, there never was an Exeter model.) The kits were very popular, and as far as I can determine, remained in production up until recently.

I bought an Ajax kit, out of curiosity, about 20 years ago when I saw it in a hobby shop in California. I finally got around to building an Ajax about 1990. (I copied the printwood and plan so I still have the complete kit.) It turned out to be a great flier, and was lost at the 1995 FAC Geneseo contest after two maxes. Unfortunately, I don't remember any details about weight, prop, or rubber.

I bought an Achilles kit in London about 1989. The design had been modernized and appeared quite different from my Ajax kit. I ordered an Achilles plan from John Pond, and it is apparently the original version as it is very similar to my Ajax and quite different from the Achilles kit I have. I built an original version of Achilles this year for the FAC contest at Geneseo. It weighs 32 grams without rubber, and that includes a button DT and a small amount of nose weight. I am currently using an eight-inch plastic prop. It flies OK-- consistent 80-90 seconds. It seems to have potential for more, and I'll work with it next spring.

When planning this issue, I intended to get a new Ajax kit from Hobby Supply South and do a review of it. When I called them, I was informed that Kiel-Kraft had stopped production of its line of rubber powered kits, and Ajax was no longer available. The Ajax plan does not appear in John Pond's catalog, and I know of no other source for the plan. I cut up a copy of the plan from my kit, rearranged it for 11" x 17" format, and it is included in this

issue. The front cover shows the plan in its complete state.

The Achilles plan is available from both John Pond and Old Timer Model Supply.

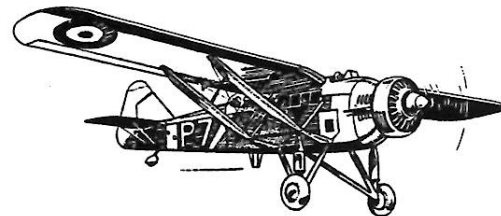
When I originally built Ajax, I didn't realize until I had nearly finished it, that the center wing ribs are not spaced to line up on top of the fuselage longerons. With the RAF 32 type airfoil, this makes for a strange (to me) wing mounting since the wing leading edge and not the bottom of the wing airfoil rests on top of the fuselage. I resolved this by gluing a balsa saddle under the center of the leading edge so that the proper incidence, as shown on the plan, was obtained.

The original Achilles has the same wing rib spacing problem, but the newer revised kit has the ribs changed so that they do line up with the longerons. (I have no idea why the original designs are such; am I missing something?) I tried the Achilles without a saddle under the leading edge and it flew, but it flew much better with the leading edge shimmed up.

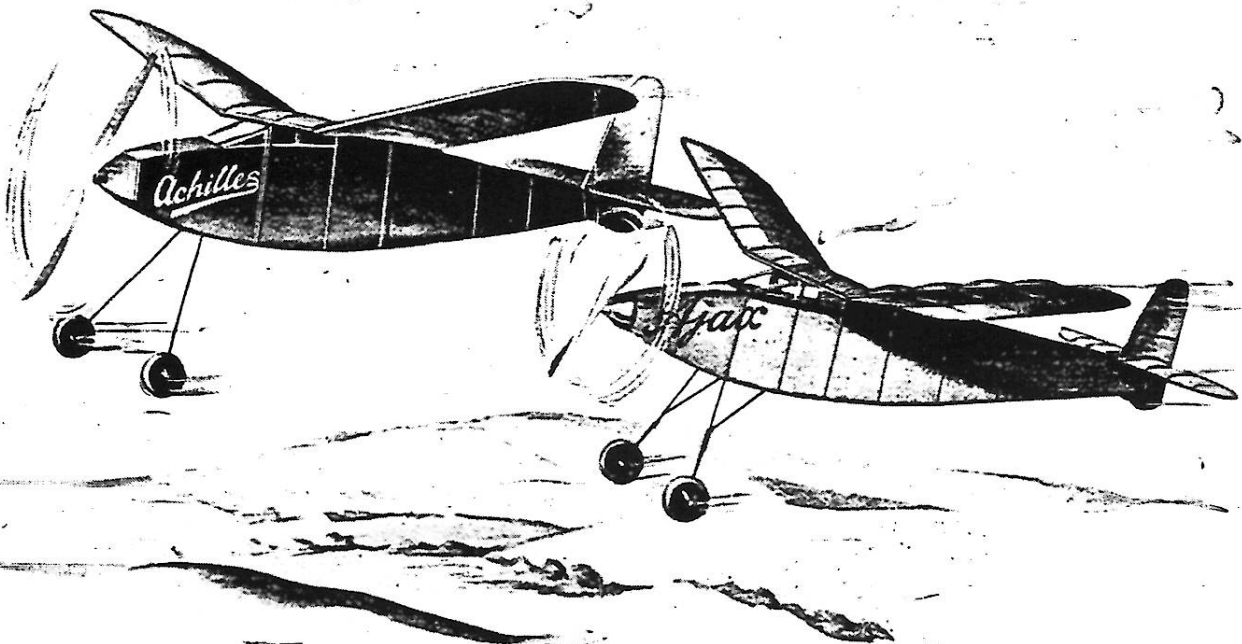
On both models I also recommend widening the nose to accommodate a winding tube, moving the rear motor peg forward one bay, using a detachable wing, and installing a DT.

I picked up the history of these models, in bits and pieces, from conversations and references in various articles over the years. I've never seen either of these designs built by anyone else although I understand they are still popular in England. I'd like to hear from anyone who builds (or has already built) either of these models. I can be contacted at ddriscoll@pressroom.com or:

Dan Driscoll
1909 Bridle Lane
Alexandria, VA 22308



OVER THE HILLS AND FAR AWAY...



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KEIL KRAFT KITS

★ GAMAGE CUP SUCCESS

"I entered an Ajax in the Gamage Cup and gained second place. Flight was timed o.o.s. directly above take-off for 17 min. 48 sec. It was the very sound design of your model which decided me to build and enter it. My only regret is that I have not heard anything of it since it flew away into the clouds."—(Signed) Michael Jennings.

You, too, can build successful Keil Kraft models which will give you the same satisfaction as expressed by this Gamage Cup competitor. Whether you specialise in Duration or Flying Scale Models, depend on Keil Kraft Kits for the simplest instructions, finest materials and best results.



Supplies may be difficult but we are doing our best

Manufactured by E KEIL & CO. LTD., LONDON, E.2. Also distributors for: Skylead, Cloudcraft, Drome, Studiette, Truscale, Veron, etc

Keil Kraft supply all model aeroplane sundries, including tissues, piano wire, bushes, cup washers, hooks, tubing, "Drome" ball-races, balsa knives, rubber "Catons," bamboo, balsa wood wheels, celluloid wheels, Premier "Run True" bobbins, dopes, model aerodrome kits, R.A.F. transfers in all sizes, also German, Italian, Polish, Dutch and American, blue prints.

AJAX 30 in. HIGH WING, CABIN, DURATION MODEL **5/6**
Fuselage complying to S.M.A.E. formula.

ACHILLES 24 in. HIGH WING CABIN, DURATION MODEL. Fuselage complying to S.M.A.E. formula. **3/8**

Both Kits comprise: READY CUT RIBS, instructions, easy-to-read plan, cement, tissue paste, rubber and all materials for the complete construction.

Postage on either 7d. extra.

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Spitfire, Miles Master, Curtiss X.P.40 (Tomahawk), Lysander, Hawker Hurricane, Fairy Battle, Skua, Heinkel He 112, Messerschmitt B.F.109, B.P. Defiant. **5/6**
EACH

Postage 7d. extra.

SEE THEM AT YOUR DEALERS TODAY

Taylor E-2 Cub

The Taylor E-2 Cub was developed by C. Gilbert Taylor and William T. Piper in 1930. Together they formed the Taylor Aircraft Company and began selling the Cub in 1931. Piper later bought out Taylor and subsequently changed the name to Piper Aircraft Corporation when the J-3 Cub was introduced. Taylor founded the Taylor-Young Airplane Company, which developed the Taylorcraft.

The Taylor E-2 Cub was basically an open-sided parasol monoplane, with tandem seating, and powered by a Continental A-40 engine with 37 h.p. The side enclosures shown in most photographs and model plans were actually flimsy plastic with the framing painted on and attached to the sides with snaps.

Paul Matt's *Historical Aviation Album*, Volume XVIII, has the complete history with plenty of photographs and excellent three views. A restored E-2 hangs in the Virginia Air Museum at the Richmond Airport.

Two Taylor E-2 Cub plans are included in this issue. One is the Megow ten-cent plan and the other is a small power plan by John Lewars. The registration and color scheme (red and silver) shown on the Megow plan are correct.

Bookstores and Hobby Shops

For clubsters in the Washington, DC, area (and visitors), there are a couple of places worth checking out if you haven't already.

Air, Land, Sea at 1215 King Street in Alexandria, VA, (703)684-5118, specializes in used aircraft books and magazines and old plastic kits. There isn't much from before the 1950's. The entire inventory is accessible for browsing and includes hundreds of books and thousands of magazines including *Wings*, *Airpower*, *Air Classics*, *Air Progress*, *Air Enthusiast*, *Profile Publications*, and my favorite, *Aeroplane Monthly*. Most prices are very reasonable. Open seven days to 6:00 PM, but suggest you call before making a special trip.

A block away at 1305 King Street is Aeronautical Classics and Fine Arts, (703)548-7122. This establishment specializes in fine aviation art and has a

selection of used and rare aviation books, including some from the 1920-1940 era. Open seven days.

Nostalgia Plastic, 2425 Linden Lane, Silver Spring, MD, (301)565-0565, fills the void left by the closing of the Squadron Shop. Great selection of aircraft books and publications, especially European. Also specializes in new and old plastic kits and, occasionally, some wood kits. Open seven days; 5:00 - 9:00 PM during the week.

Additional John G. Low Plans

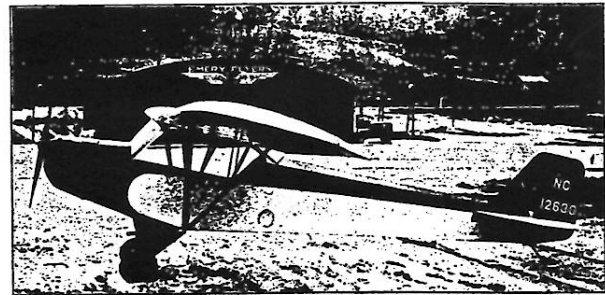
In the September-October 1999 MaxFax, there was a list of John Low plans available from the *Western New York Free Flight Society*. Add to that list:

JGL-3	SORT'A CESSNA	\$3.00
JGL-15	WACO YMF-5	6.00
JGL-15A	3 Sheets of details for above.	9.00
JGL-34	Simple Flyer	2.00

Postage is now: up to \$25 add 15% of order; up to \$50 add 10% of order; up to \$75 add 5% of order; over \$75, free. Foreign airmail (including Canada and Mexico) add 50% of order.

THE "TAYLOR CUB"

A. T. C. No. 455



America's "SAFE" Airplane

DIMENSIONS AND WEIGHT			
Length	22 ft. 6 in.	Total Area	184 sq. ft.
Wing Span	35 ft. 2 in.	Empty Weight	525 lbs.
Chord	5 ft. 3 in.	Useful Load	400 lbs.
Height	6 ft. 6 in.	Gross Weight	925 lbs.
PERFORMANCE AND SPEED			
High Speed	80 M. P. H.	Landing Speed	26 M. P. H.
Cruising Speed	65 M. P. H.	Landing Run	95 ft.
Cruising Range	225 miles	Gliding Ratio	10 to 1
Take-off Run	120 ft.	Gas Consumption	24 miles per gallon
Climb (first minute) 500 ft.			
EQUIPMENT AND INSTRUMENTS			
Continental A-40 Engine	Metal Ribs	Oil Pressure and Temperature Gauges	
7.00 x 4 Airplane Balloon Tires	Dual Controls	Gasoline, 1 tank, 9 gallons	
Shock Cords	Tachometer	Oil in Engine Sump, 3 quarts	
Adjustable Stabilizer	Altimeter	Unexcelled Visibility	
		Full Protection Windshield	
Safe	BRADFORD, PA.	Sturdy	
Economical	\$1425.00 F. A. F.	Reliable	
<small>Price subject to change without notice</small>			

This 1932 E-2 has yellow and black color scheme often seen at that time. Same pattern was also seen in yellow and blue, red and silver and blue and silver, also international orange and black. Numerous other color schemes also used in the early 1930s to meet customer's requirements.

CONTEST RESULTS FOR 1999 SUMMER FUN-FLY

FAC SCALE

NAME	AIRCRAFT	STATIC			FLIGHT (SEC.)			S		
		C	W	T	F	F	F			
1. DAVE REES	CANT	26	16	11	53	15	61	62	-	129.0
2. WALT FARRELL	REARWIN SPEEDSTER	21	17	8	46	0	69	77	61	114.5
3. PAT DAILY	FOKKER D-7	26	19	11	56	15	39	-	-	110.0
PAT DAILY	F4F WILDCAT	25	18	11	54	5	41	-	-	100.0
BOB MARCHESE	GEE BEE X	DID NOT RECORD OFFICIAL FLIGHT TIME								
DAVE FRANKS	FIAT G-59	DID NOT RECORD OFFICIAL FLIGHT TIME								

WW-II

NAME	AIRCRAFT	ROUND ELIMINATED				PLACE
		1	2	3	4	
WALT FARRELL	KI-61 HEIN					1
BOB McLELLON	Me 109				X	2
STEW MEYERS	F4F WILDCAT				X	3
PAT DAILY	Me 109			X		
CLAUDE POWELL	P-39		X			
JERRY PAISLEY	RE 2001		X			
BOB MARCHESE	MACCHI C-202		X			
BERT PHILLIPS	P-51		X			
DAVE FRANKS	FAIREY FULLMAR		X			

FAC POWER SCALE

NAME	AIRCRAFT	B	O	U	S	STATIC			FLIGHT (SEC.)			S
						C	W	T	F	F	F	
1. DAVE REES	EAGLEROCK BULLET	10	28	18	12	1.0	59.0	120	-	-	-	141.5
2. TERRY PITTMAN	BERNARD	0	27	18	10	0.0	55.0	55	106	120	137.5	
3. CLAUDE POWELL	CURTISS FALCON	15	24	14	9	1.5	48.5	120	-	-	131.0	
4. BOB MARCHESE	HORTEN III	20	20	17	10	2.0	49.0	70	-	-	114.0	
5. WALT FARRELL	SHINDEN	20	19	15	6	2.0	42.0	21	26	30	72.0	
PAT DAILY	F4U CORSAIR	DID NOT RECORD OFFICIAL FLIGHT TIME										
TERRY PITTMAN	BESSON	DID NOT RECORD OFFICIAL FLIGHT TIME										

GOLDEN AGE

NAME	AIRCRAFT	ROUND ELIMINATED				PLACE
		1	2	3	4	
DON SRULL	MUREAUX					1
WALT FARRELL	CORBEN SUPER ACE			X		2
DAVE REES	GENERAL ARISTOCRAT			X		3
BOB McLELLON	CORBEN ACE		X			
CLAUDE POWELL	VEGA		X			
DAVE FRANKS	GADFLY		X			
STEW MEYERS	VEGA		X			
PAT DAILY	VEGA		X			
BOB MARCHESE	VEGA		X			

EARL STAHL INTERSTATE CADET

NAME	AIRCRAFT	ROUND ELIMINATED			PLACE
		1	2	3	
EARL STAHL	INTERSTATE CADET				WOW!!!!!!
DON SRULL	INTERSTATE CADET				1
BOB McLELLON	INTERSTATE CADET			X	2
WALT FARRELL	INTERSTATE CADET			X	3
CLAUDE POWELL	INTERSTATE CADET		X		
BOB MARCHESE	INTERSTATE CADET		X		
JERRY PAISLEY	INTERSTATE CADET		X		
BARRY HARRISON	INTERSTATE CADET		X		
MIKE OSE	INTERSTATE CADET		X		
ALLAN SCHANZLE	INTERSTATE CADET		X		

COMET FOKKER D-7/SPAD WW-1

NAME	AIRCRAFT	ROUND ELIMINATED				PLACE
		1	2	3	4	
STEW MEYERS	D-7					1
BOB McLELLON	D-7			X		2
WALT FARRELL	D-7			X		3
CLAUDE POWELL	D-7			X		
PAT DAILY	SPAD		X			
BOB MARCHESE	D-7		X			
JERRY PAISLEY	D-7		X			
BEN LAWLESS	D-7		X			

SPOT LANDING

1	DON SRULL
2	PAT DAILY
3	STEW MEYERS

**GRAND CHAMPION
WALT FARRELL**

CLASSIC DESIGNERS

NAME	AIRCRAFT	ROUND ELIMINATED		PLACE
		1	2	
STEW MEYERS	AERONCA FLOATPLANE			1
BOB McLELLON	CESSNA C-34		X	2
JERRY PAISLEY	DOUGLAS MAILPLANE		X	3
WALT FARRELL	REARWIN SPEEDSTER	X		
BERT PHILLIPS	CESSNA C-34	X		

TARGET FLIGHT TIME

NAME	AIRCRAFT	SELECTED TIME (SEC.)	FLIGHT TIME (SEC.)	DELTA TIME (SEC.)	PLACE
JERRY PAISLEY	RE 2001	29.	28.97	0.03	1
WALT FARRELL	INTERSTATE CADET	28.	27.31	0.69	2
BERT PHILLIPS	CESSNA C-34	28.	30.17	2.17	3
CLAUDE POWELL	INTERSTATE CADET	29.	25.36	3.64	4

Back issues available @ \$3.50 each.
Send check to treasurer.

The contents of these issues are as follows:

May-Jun 96: Bowers & Raykow- 25" Farman F250 by Bowers Air-King Curtiss P6E, Mr. Mulligan, Page Racer, & Boeing P26A

July-Aug 96: OUT **Sep-Oct 96:** OUT

Nov-Dec 96: Schanzle-Pasped Skylark, Tail wheel tales, Felix Gutman Outdoor Endurance Job, 96 Maxecuter Fun-Fly results, Pearl Harbor, Clark Y airfoils

Jan-Feb 97: OUT **Mar-Apr 97:** OUT

May-Jun 97: Meyers- 4th Dimescale Issue Airdevil Gregor FDB-1 Air-King Monocoupe Dimescale Bellanca Jr. and Taylorcraft (20") Majorly Morphed Megow Nieuport Scout. Nickelscale Bellanca Jr.

Al Flesher on "Propeller Efficiency"

Jul-Aug 97: OUT

Sep-Oct 97: Pittman- Double photo pages Gasu Denki Koken A* 10 cent plan by Dave Aronstein also his "Washingtonian Proposal"

Al Backstrom's Maubossin Hemiptere 10 center No-Cal Hellcat by Ralph Brady and Wildcat by Mike Nassie

Russ Sandusky's work shop E:mail stuff on Geneseo

Nov-Dec 97: Srull- Vega Issue Comet Dime Scale Vega plans & details of Kudzu Vega Event. Peerless Vega plans Kuzu and Comsat contest results Many Vega 3-views and color schemes.

Jan-Feb 98: Meyers- 5th dimescale issue NBM fun-fly writeup, Washingtonian rules, Dave Aronstein on building the Comet Luscombe50, Comet Curtiss P-36, Phantom Flash, 5" Baby ROG, 20" Comet style Miles Mohawk, Comet dimescale listing with Penn Valley price list, Doug Buchanan's workshop, Comsat contest correction, Rolf Gregory Memorial.

Mar-Apr 98: Bowers-&-Rakow Bowers 30" Monocoup & Curtiss Robin for rubber or elct. 2 CAVUs by Rolfe Gregory. The Giant Chickadee Model from 1931. Clayton Knight write up. Al Lawton's workshop.

May-Jun 98: Daily & Paisley 20" Fok D7 22.5" Hallman Mitsubishi 1 MF1 two super bipes! With building tips.

Jul-Aug 98: Schanzel Super scale Rearwin Skyranger separate detailed plan 1998 Geneseo Nats Winner many building tips & hints, list of Classic Rubber Scale Models.

Sep-Oct 98: Meyers-6th dimescale issue Bob McClelland's Cunningham-Hall dimer Comet Puss Moth, SPAD & Fok D7 for next year's Kudzu Kombat Dave Stott on Dime Scale NBM & Brainbuster results Van Gorder Farewell

Nov-Dec 98: Marchese- Sikorsky S-16 3/4" super Scale. Aeromodeller Cabin Duration 20" sport job. Dime Scale correspondence. Digital Scalewinder Counter. Summer Fun-Fly results.

Jan-Feb 99: Schmitt and Srull- Bill Winter memorial issue. 15.5" Boeing 218 by Nate Sturman. 3-views,

photos and history of Robert Short's combat in the 218. Tom Arnold on building. Covering with Polyspan. Profile pilot parade. 99 contest plans.

March-April 99: Bowers & Raykow- 29" Mooney A-1 for electric, building notes on Chris Parent's PWS 10, 17" Fokker D-8, 14" DH Moth Minor, More on Robert Short, and "Visits with Kurt Tank" by Hurst.

May-June 99: Russ Sandusky -Goodyear Racer issue with 4 plans OLE TIGER, IDJIT'S MIDGET, POGO, AND BONZO with 3-views and building comments. How to build Cheek Cows. An account of the 1966 FDK races and a brief history of the Goodyear Races. Eastern U.S. Free Flight Champs results and photos.

Jul-Aug 99: Meyers-7th Dimescale Issue featuring Comet dimers, a Fairchild 24, an Aeronca Low Wing, Aeronca Seaplane and the Luscombe again. Contest flyers for Kudzu and the MaxMeet. Don Srull tells the Kestrel Farms story. Burt Phillips expounds on compressed air, air hogs and Luft Schwein. Bob McLellon gives us some trim pointers for the Cuninghams-Hall. John Hunton builds and critiques the Aero Aces Cessna CR3 kit. ALPS decal printer introduced.

Sep-Oct 99: Marchese-Horton flying wing H III, Avro-F peanut, Art Chester Jeep Dimer, 26" Peerless Sailplane John Low Plans list, Tom Odom's workshop, Chalked Tissue, PICO timer Schemetic. John Hunton on Modling and a flight review of Morrow CR-3.

Bull Session

January 22, 2000

At Capt. Pat Daily's House

3452 Lady Marian Ct.

Midlothian, VA

(804)330-0825

Meet early afternoon at:

Aeroplane Books

114 Deer Path Road

Williamsburg, VA

(757)565-4814

(www.aeroplanebooks.com for directions)

**Regroup at Pat's house at about 5:00 PM
for gabfest.**

Kudzu/Brainbusters 1999 or Too Much of a Good Thing?

On the morning of Friday October 1, I got up early and drove the two hours from my home in Alexandria, VA, to Pat Daily's near Richmond. The plan was for two days of flying at Dave Rees's Kudzu Land and Water contest and then back to Petersburg, VA, on Sunday for the FAC events at the Brainbuster contest.

After stopping to admire Pat's beautiful 1963 Porsche 356B and 1974 Karmann-Ghia convertible, we leaped into Pat's van and raced down the interstate to rendezvous with Tom Schmitt, Don Srull, Stew Meyers, and Burt Phillips at Aunt Sara's pancake House. At the pancake house, I was surprised to find that we had been joined by noted model airplane builder and columnist Fernando Ramos who was visiting from California and staying with Don.

We arrived at Dave and Marie Rees's house near Goldsboro, NC, in early afternoon, and after inspecting Dave's model workshop and partially restored 1947 Jaguar Mark IV, surveyed the flood damage from Hurricane Floyd. Dave's home was undamaged, but the beautiful lake it overlooked was gone. The dam creating the lake had broken, and all that was left was a huge expanse of mud. A small portion of the lake had not drained and was available for the later ROW contest. The homeowners intend to rebuild the dam.

Next it was off to a nearby field of tall grass for some trimming and test flying. Several of us had new airplanes and this time was needed.

In late afternoon, we returned to the lake for the ROW contest. My Pacific Ace Bostonian on Fenway Floats got off the water as usual, but its time of 25 seconds was no match for the other nonscale aircraft. Pat won the nonscale power event, Walt Farrell took both the scale and nonscale rubber events, and John Diebolt won stick.

Saturday morning Pat and I did our usual and got lost on the way to the field in Raeford. As many times as I've been to this field, I can't ever remember getting there without at least one wrong turn.

The day turned out to be a good one with pleasant temperatures, sun, and for the most part, mild winds. There were 22 contestants so the competition was keen, and there were no easy victories. My models flew well, but not well enough for any kanones. Pat had similar results.

I had seen several of Fernando's models before, and they were all very impressive. However, Fernando always seemed to have mechanical problems with his diesel motors, and I had never seen any of them fly. On this occasion, everything worked right; his Bristol flew, and the flight was every bit as impressive as the model's appearance.

The much-anticipated Kudzu Kombat Klassic showdown between the Comet WWI ten centers drew five SPAD's and seven Fokker D-VII's and was won by Tom Hallman with a D-VII. Tom took home the beautiful tool chest handcrafted by event sponsor Bill Shepherd. Tom was also the contest high point winner and took home the handcrafted clock trophy.

The contestants retired for pizza and beer to end another thoroughly enjoyable Kudzu contest. Complete results are elsewhere in this issue.

Sunday morning found us heading back to Virginia for the FAC events at the Brainbuster contest. We arrived at the field at the Petersburg Airport in the late morning. Contest Director Bob McLellon, knowing many of the contestants were returning from North Carolina, arranged all events as mass launches and ran them in about a three-hour period. It was a good time, and I did a little better here by taking first place in Dime Scale.

By late afternoon, we were back at Pat's house. Both of us were completely worn out, and I still had two more hours of driving back to Alexandria. After three days of concentrated model flying, Pat and I had the same question--was this too much of a good thing?

Naaah.

Comparative Strengths of Various Glues

John Hunton

The following tests were run to compare the strengths of various glues and cements used on balsa wood. Tests were run with a 1-1/8 inch long butt piece of 1/4 inch balsa glued with no extra care against the side grain of a 1/2 inch piece of balsa. The tests were run mainly to see the comparative strength of a new glue that has recently become available, E-6000. Pulls were run one time at 1 inch length on a spring scale, so the results are probably close to inch-ounce measurement, but should not to be considered particularly accurate. The tests, however, can serve for comparison purposes.

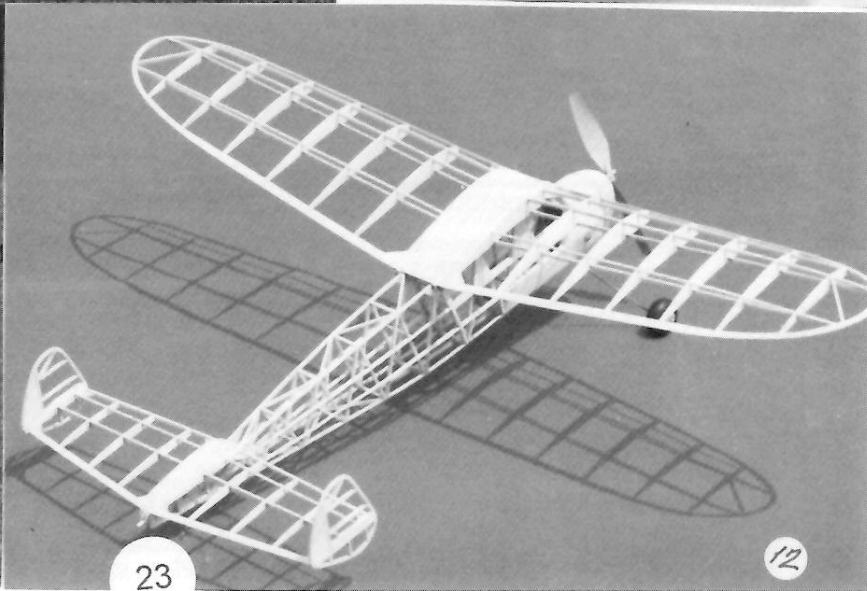
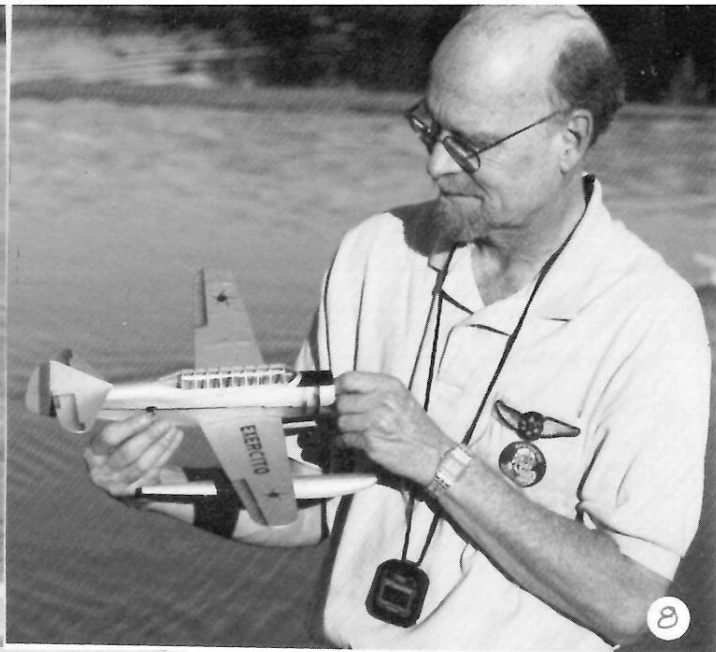
Blue RTV	6 inch ounces
Duco Cement	6
Ambroid cement (1)	6
Elmer's white glue	6
Carpenter's glue	11
Odorless Cya	13
Ambroid cement (2)	13
Medium Cya	14
Cya with soda	14
E-6000	15
Epoxy (5 minute)	20

The Ambroid tests were run two different ways; (1) just one blob of glue on the butt joint and (2) pre-gluing each surface, letting it dry, then re-coating and gluing together. The result was rather remarkable and it shows the value of double-gluing a joint that requires a lot of strength. Inspection of the joints of the stronger glues show some removal of balsa in the cross grained piece, the Epoxy leaving a rather deep dent. In addressing the theory that there is no need to have a glue stronger than balsa, comparative tests were also run on average balsa. It showed 9 inch ounces cross grain. One might infer from that that every glue that is stronger than Elmer's white glue would be stronger than average cross grained balsa for most applications.

PHOTO PAGES

More Pics from KUDZU 1999

7. Check the last issue of MAXFAX for plans of Bob Marchese's slick looking and flying Horten, which really sliced through the skies over Raeford.
8. Frank Rowsome built something a little different for the Lake Scale event at Goldsboro; a Vultee attack on floats in Brazilian markings.
9. The semi finalists in the Kudzu Kombat Klassic, three Fokkers and three Spads with the event's sponsor Bill Sheppard; Stew was a finalist in both the semi finals.
10. And the winner was Tom Hallman with his Fokker, seen here with Bill Sheppard and the gorgeous trophy, a hardwood tool chest hand crafted by Bill.
11. Another look at Fernando's Bristol which is powered with a scaled down Mills diesel.
12. Not from Kudzu but from our good friend Bob Schlosberg in Arizona. These are the nifty bones of his 1940 Baby Corsair, a Joe Beshar design built from A.A. Lidberg's kit and powered with a HiLineMini-6. Al continues to turn out these delightful miniature kits for old timers. He has a couple of new ones, the Stratostreak and Skylark, both Louis Garami designs. Contact Al at (602) 839-8154 evenings and weekends for a catalog and price list; or if you are on line Email at aalmps@aol.com.



KUDZU 1999 RESULTS

WWI

1	Don Srull	Fokker D7
2	Frank Rowsome	SE5
3	Ollie Benton	Fokker D7

Golden Age Civilian

1	Dave Franks	Gadfly
2	Frank Rowsome	Farman
3	two models oos	

Racers

1	Tom Hallman	Loose
2	Don Srull	CR3
3	Don Reed	Caudron

WWII

1	John Blair	P-51
2	Jim Pollard	Me. 109G
3	Stew Meyers	F4F

Modern Civ .Prod.

1	Frank Rowsome	Navion
2	Dan Driscoll	Helio
2	Don Reed	Canuck

Dime Scale

1	Walt Farrell	Vega
2	Dan Driscoll	Corbin
3	Don Reed	F24

Modern Military

1	Tom Hallman	MIG-15
2	Don Srull	MIG-15
3	Bob Marchese	Porter

Earl Stahl Interstate Cadet

1	John Blair	Cadet
2	Don Srull	Cadet
3	Jerry Paisley	Cadet

FAC Power Scale

1	Terry Pittman	Bernard
2	Ollie Benton	Waco
3	Bob Marchese	Ho III d

FAC Jumbo Scale

1	Tom Hallman	Gadfly
2	Dave Franks	Buzzard
3	John Blair	Kinner

FAC Rubber Scale

1	Tom Hallman	Mit.IMFI
2	Oscar Smith	SE5-A
3	Walt Farrell	Rearwin

Old Time Rubber Cabin

1	Don Reed	Miss Canada
2	W. Farrell	"Convertible"
3	Pat Daily	Pacific Ace

Flying Hoard: Dave Franks

High-Point Winner: TOM HALLMAN

KUDZU KOMBAT KLASSIC

GRAND KOMBAT WINNER

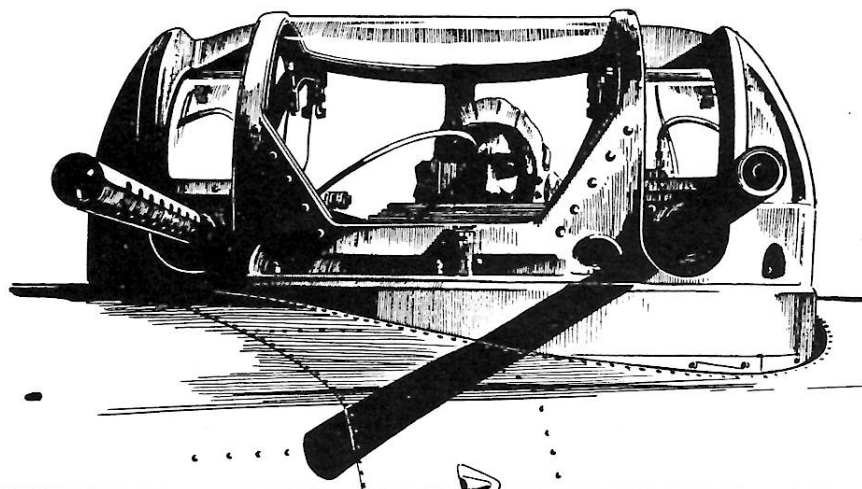
Fokkers

1	Tom Hallman
2	Stew Meyers
3	Dan Driscoll

1	Tom Hallman	Fokker D-VII
2	Frank Rowsome	SPAD
3	Stew Meyers	SPAD

SPADs

1	Stew Meyers
2	Frank Rowsome
3	Walt Farrell



**HAVE YOU
PAID YOUR
DUES?**



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Meetings – See front cover.

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COVER PLAN WITH WAXED PAPER

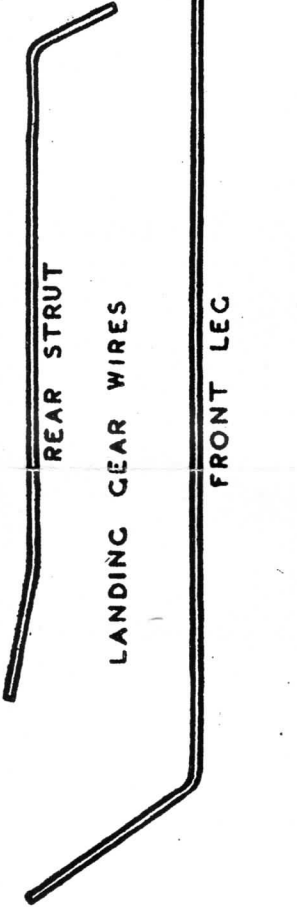
KEIL KRAFT

QUALITY FIRST!



FRONT

MODELLERS PREFERING TO CARVE PROPELLERS THEMSELVES SHOULD USE THIS PATTERN BLOCK SIZE 10" x 1 5/8" x 1/4" POWER WITH 10 STRANDS 3/16" x 1/30" RUBBER 2" 5" LONG

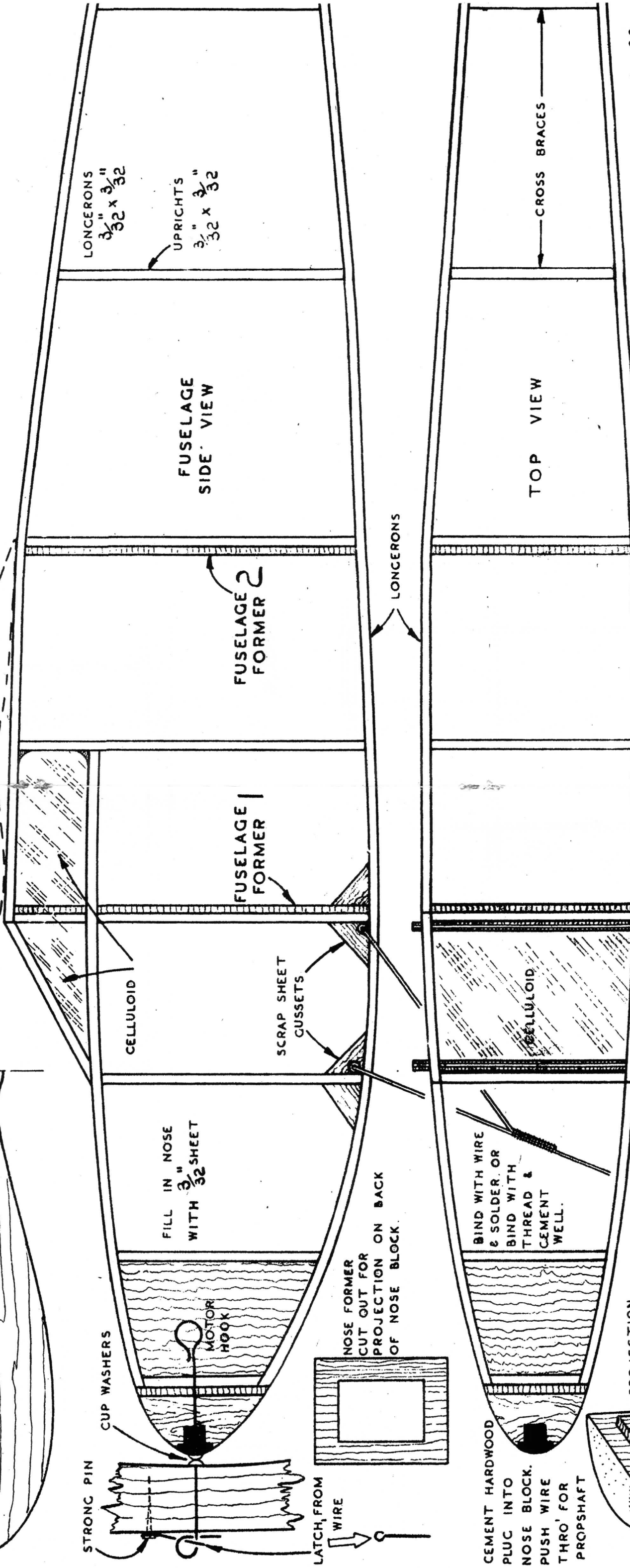


REAR STRUT

LANDING GEAR WIRES

FRONT LEG

WING POSITION



FUSELAGE SIDE VIEW

TOP VIEW

LONGERONS 3/32" x 3/32"

UPRIGHTS 3/32" x 3/32"

FUSELAGE FORMER 2

FUSELAGE FORMER 1

CELLULOID

SCRAP SHEET GUSSETS

LONGERONS

CELLULOID

CROSS BRACES

30" WING SPAN

DURATION MODEL 13

"AJAX"

AJAX
PLATE 1 OF 4

STRONG PIN

CUP WASHERS

FILL IN NOSE WITH 3/32" SHEET

MOTOR HOOK

LATCH, FROM WIRE

NOSE FORMER CUT OUT FOR PROJECTION ON BACK OF NOSE BLOCK

CEMENT HARDWOOD PLUG INTO NOSE BLOCK. PUSH WIRE THRO' FOR PROPSHAFT

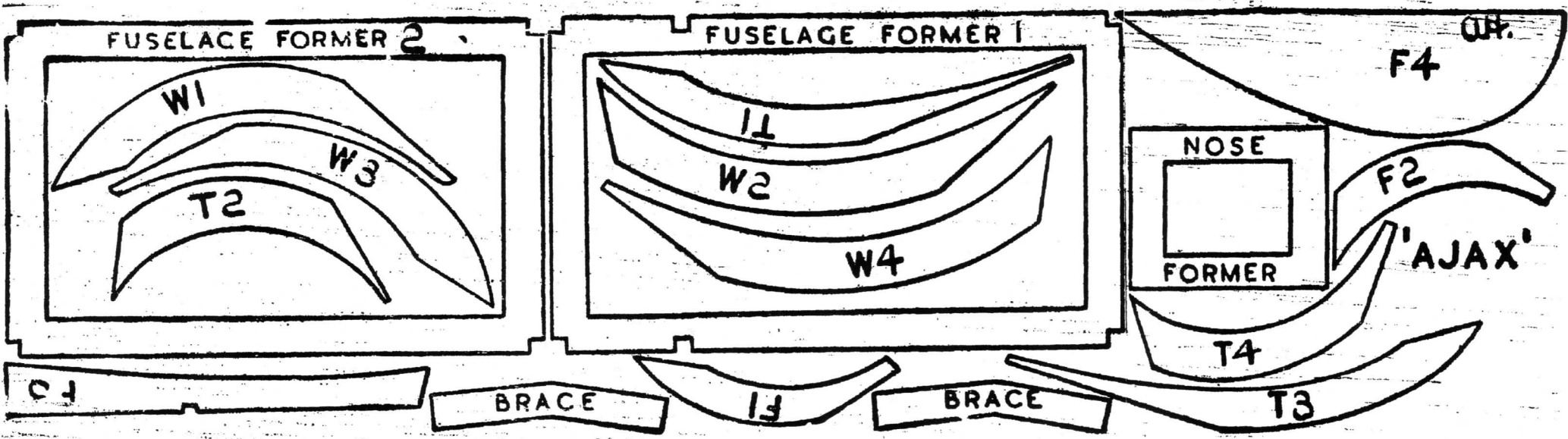
BIND WITH WIRE & SOLDER OR BIND WITH THREAD & CEMENT WELL.

PROJECTION ON BACK OF NOSE BLOCK FITS INTO NOSE FORMER

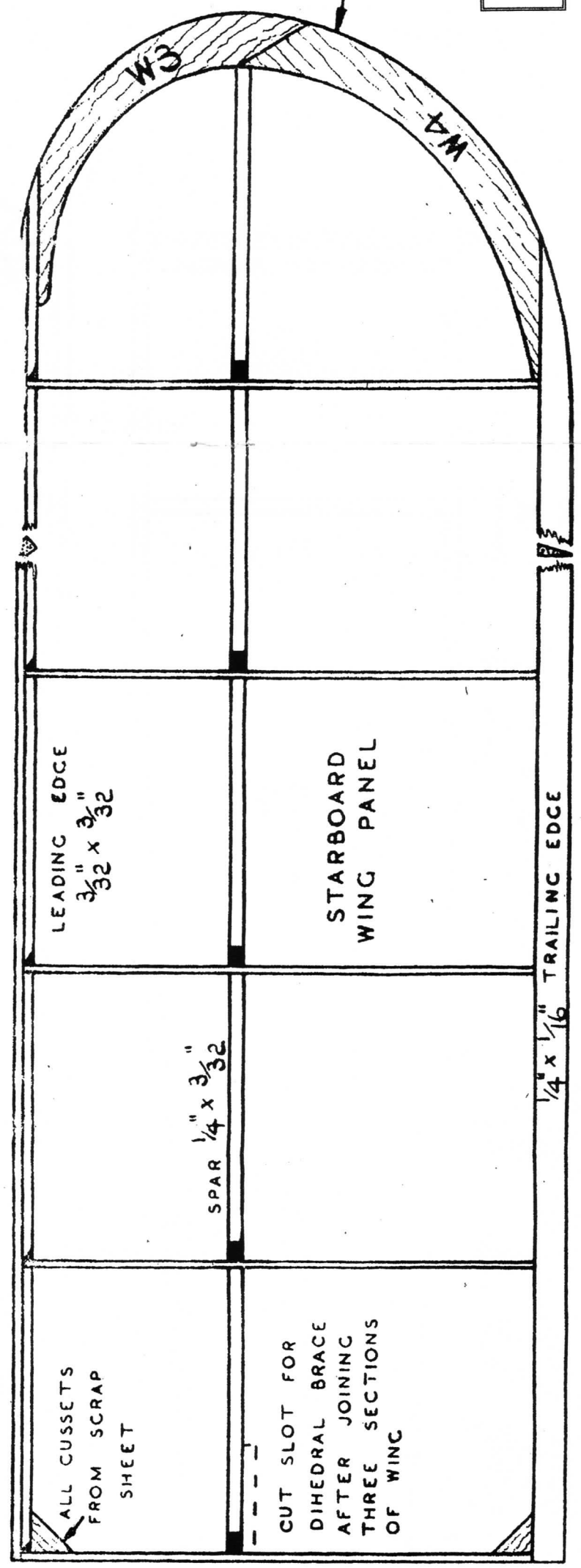
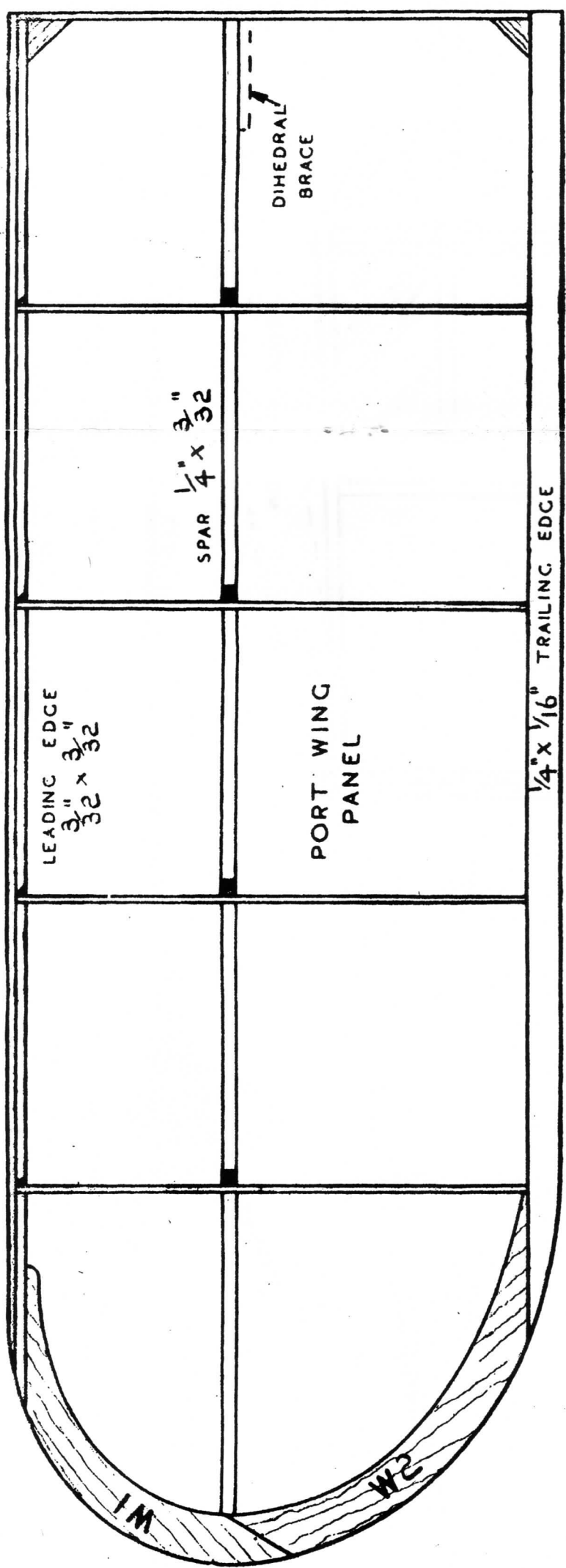


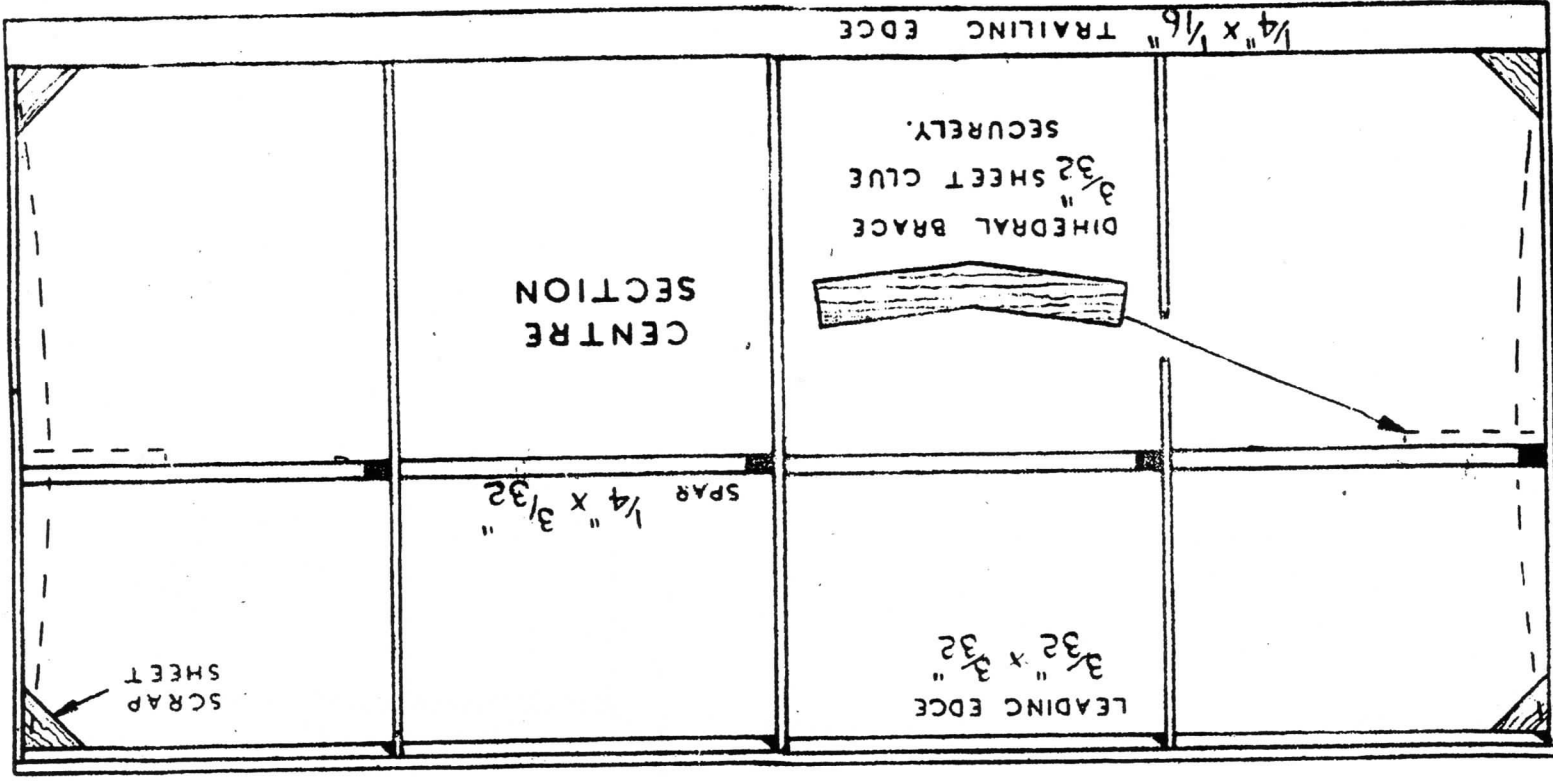
1/2" DIA. WHEELS

TUBES FOR UNDERCARRIAGE FIXING

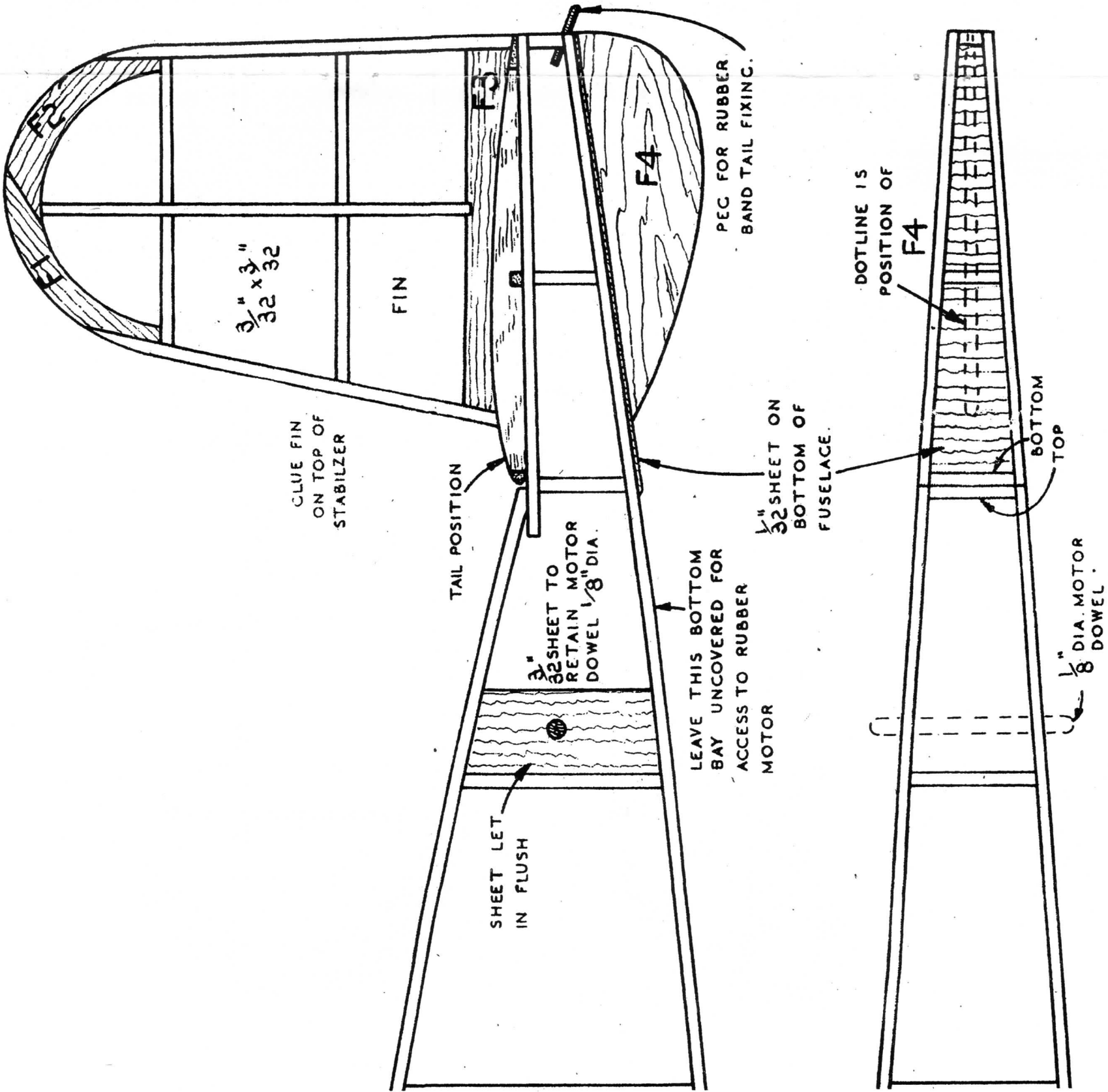
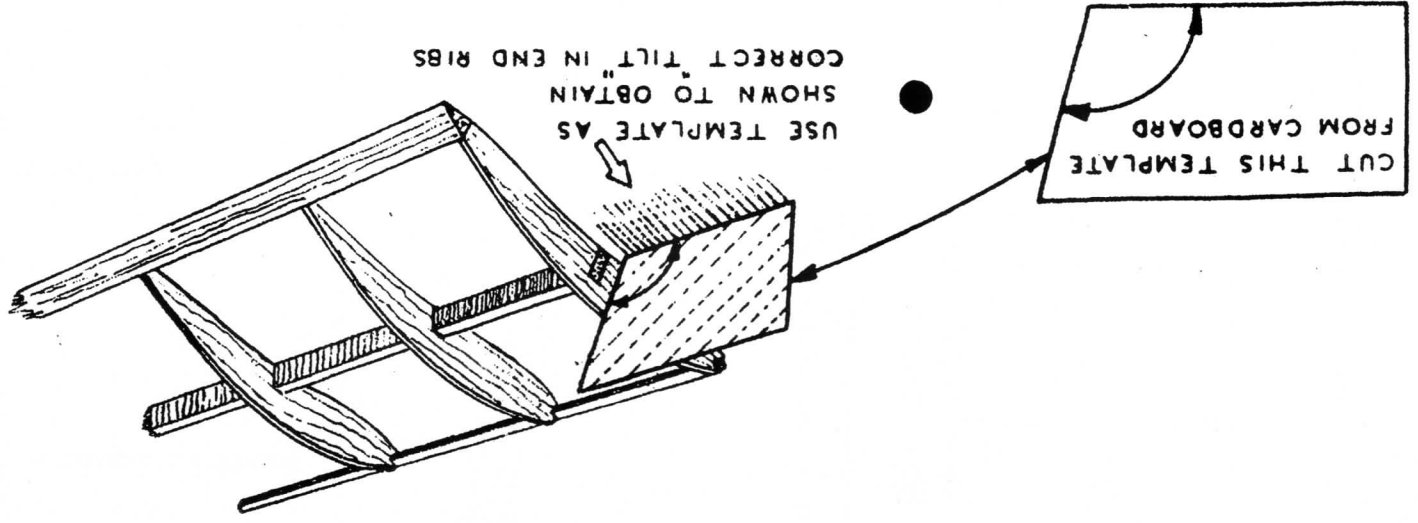


AJAX
PLATE 3 OF 4

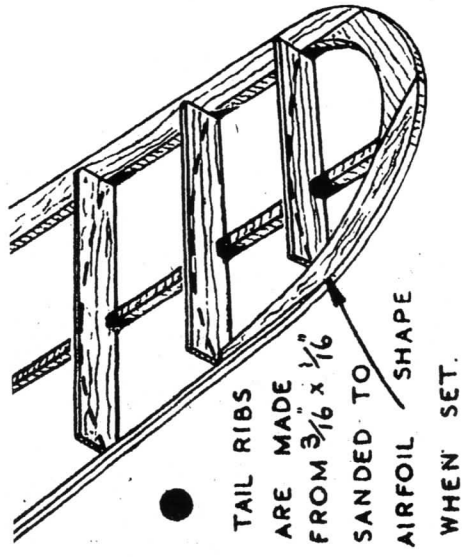
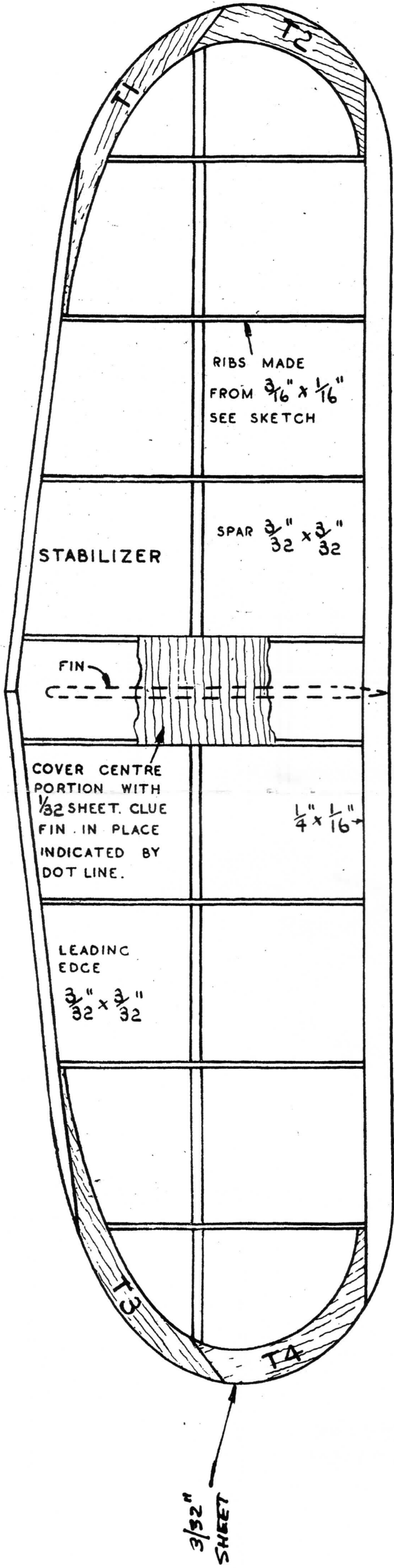




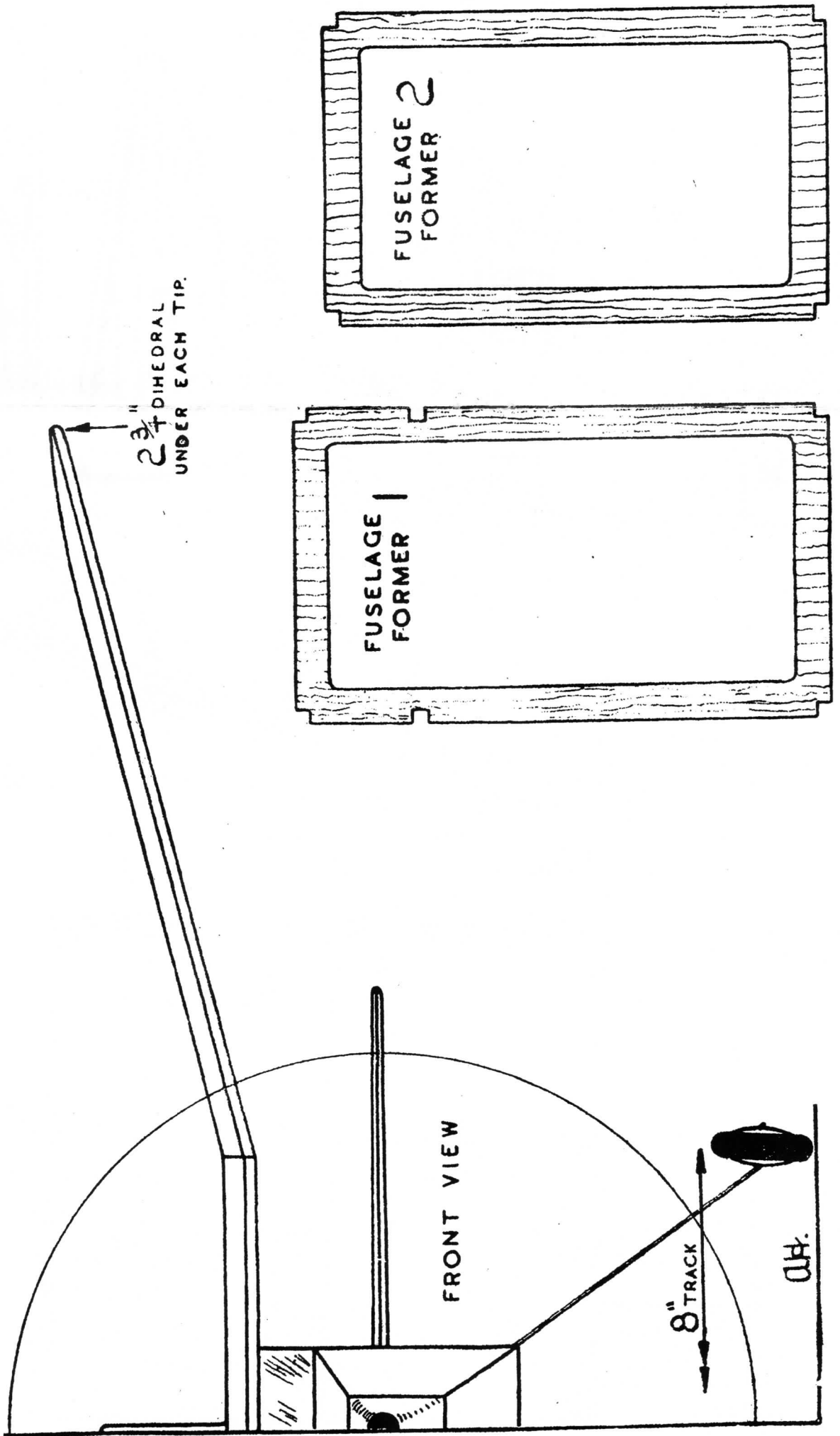
THESE RIBS ARE SET INWARDS SO THAT ON ASSEMBLY WITH OUTER PANELS THE CORRECT DIHEDRAL IS OBTAINED.

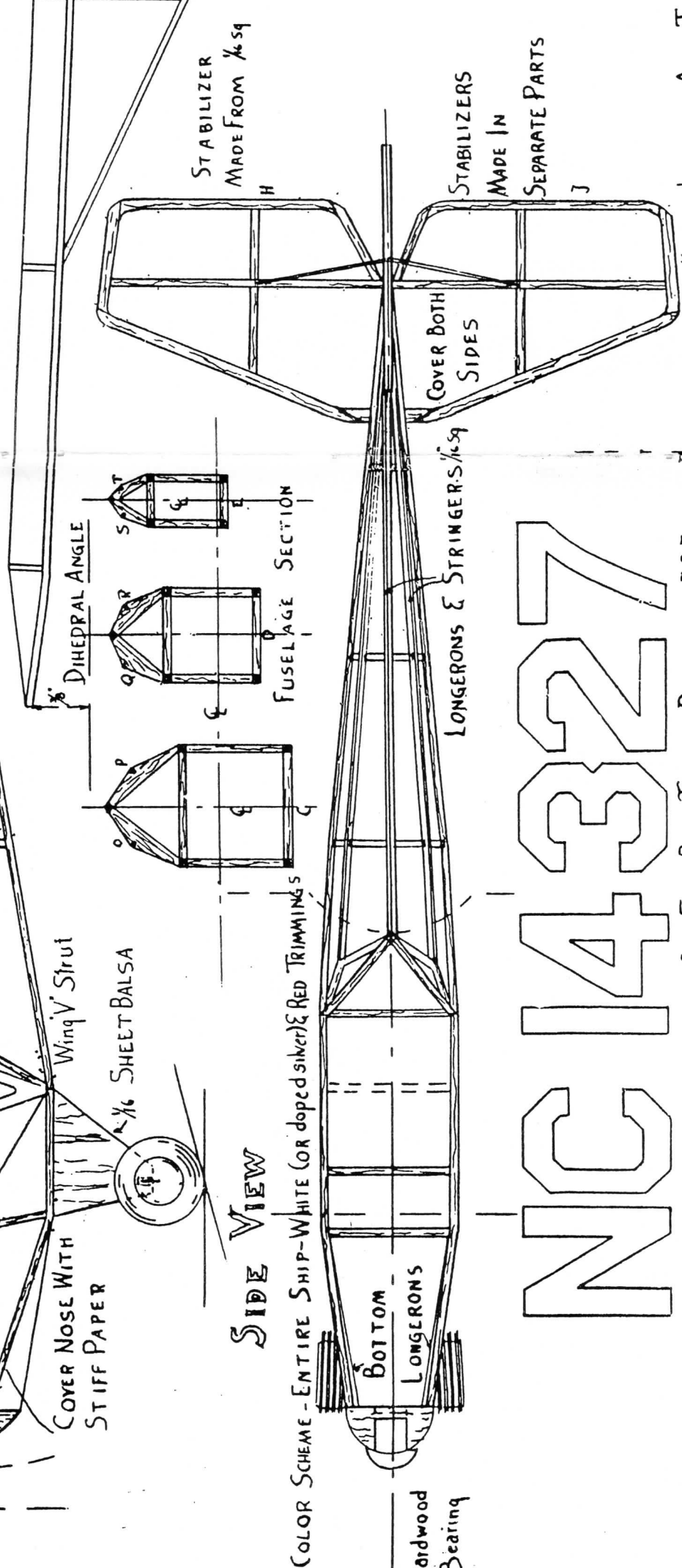
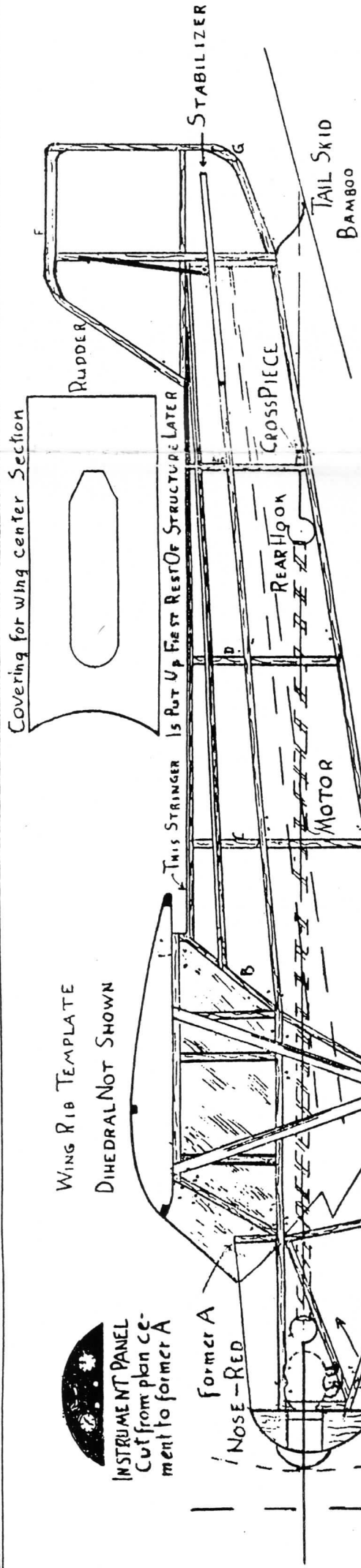


AJAX
PLATE 2 OF 4



AJAX
 PLATE 4 OF 4



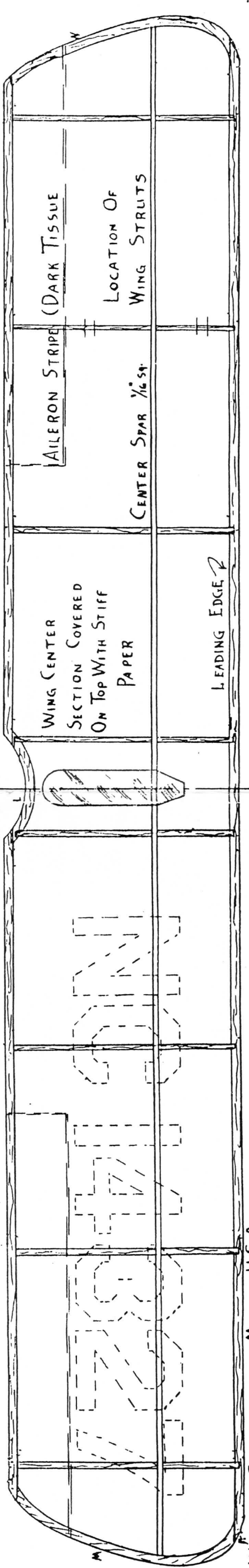


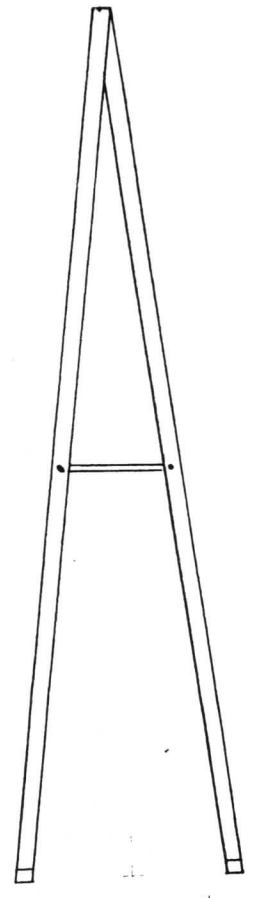
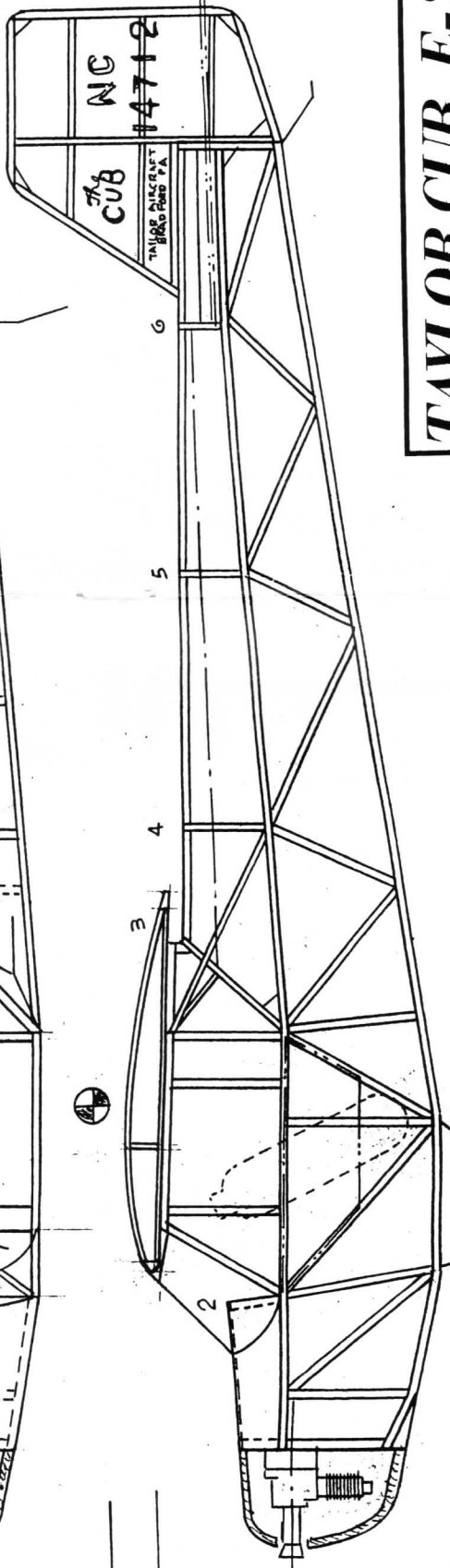
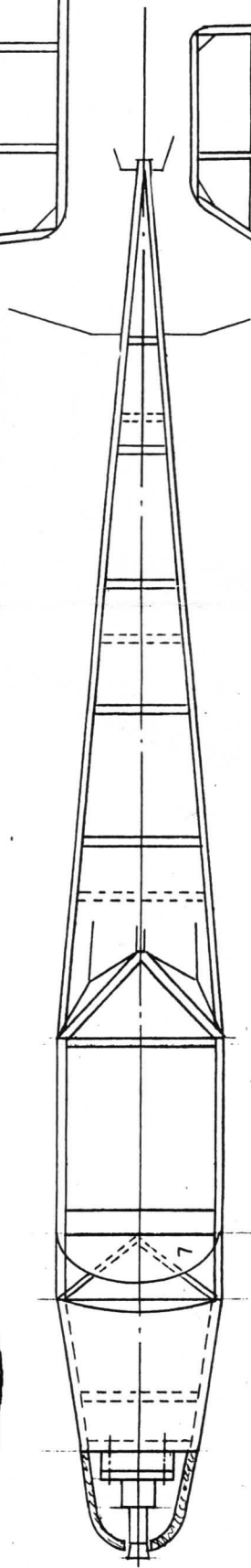
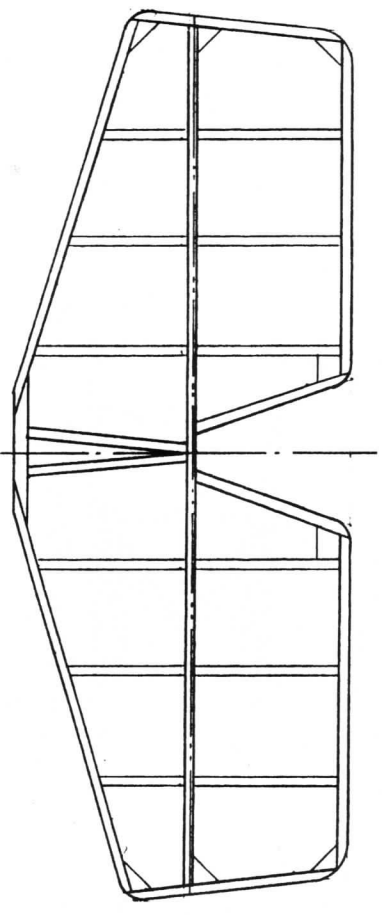
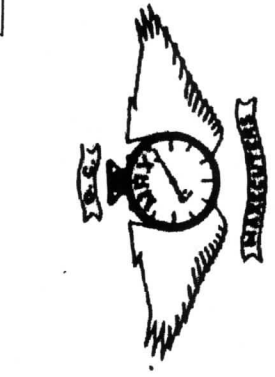
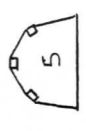
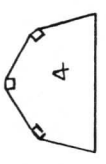
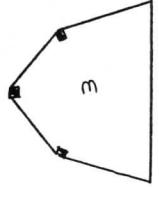
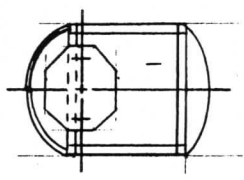
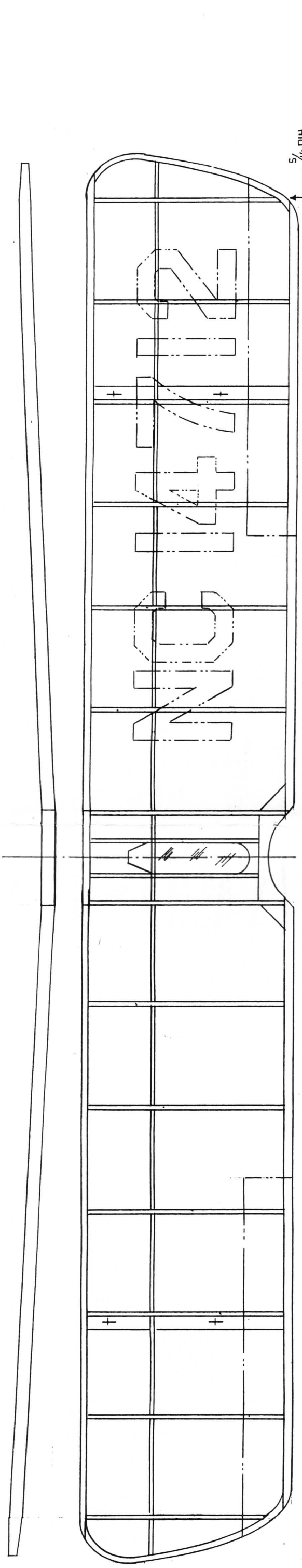
TAYLOR "CUB"

FRONT VIEW

NC14327

NUMERALS COLORED RED, OR CUT FROM RED TISSUE PAPER





TAYLOR CUB E-2
 FOR BROWN GB-12 CO₂ MOTOR
 14" SPAN 29 3/4 SQ. IN
 REDRAWN FROM DON SEULL'S
 SCHOOLYARD SCALE RC
 J.L. 10-1-94

TAYLOR CUB E-2 PLAN
 Designed and Drawn by John Lewars